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the pleasant characteristics of the finest
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introduction, has been steadily growing in
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A. S. WATSON & CO.,
LIMITED.

CHEMISTS, AERATED WATER
MANUFACTURERS,
&c., &c., &c.

HONGKONG, CHINA & MANILA.

Hongkong, 12th August, 1907.

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Only communications relating to the news column
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Correspondents must forward their names and ad-
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BIRTH.

On August 12th, at Eldonham, The Peak, the
wife of ARTHUR FORBES, of a son.

HONGKONG OFFICE: 104, DES VUEX ROAD (C.),
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 13TH, 1907.

Has the Hongkong Chamber of Commerce
been asked by the Colonial Office to answer
replies regarding Shipping Conferences or
"Rings" similar to those just answered by
the Singapore Chamber of Commerce? The
replies of the Singapore Chamber, with
comments of individual members, were
reproduced in our issue of yesterday, and
we understand have been read with very
considerable interest in Hongkong, so that
the query with which these remarks begin
is being made. If the local Chamber of
Commerce has not had its opinion solicited,
why is it, or if it has (and it was under-
stood that similar questions were to be
submitted to it), when are we to have the
result of its deliberations on this important
subject? Such was the attitude taken up
over yesterday's breakfast and dinner table,
and as the result of enquiry, we have to
give the not very satisfactory answer that
the Hongkong Chamber of Commerce has
so far not received any such enquiries. This
seems a little odd, for it cannot be supposed
that the port of Hongkong is less interested
in such a discussion than is its Malayan
neighbour. Its opinions ought to be very
interesting, moreover, with the representa-
tive of the premier line presiding over
its committee. However, for the present,
Hongkong readers must be content with

the light thrown upon the subject by the
shippers of Singapore, in addition to the
abstract of evidence we have been giving
from the published reports of the
Conference now sitting. It will have
been noticed that while the reporting
members of the Singapore Chamber
seemed to share a unanimous antipathy to
the principle and rebate practices of ship-
ping combinations, the majority admitted
that such "rings" had been productive of
beneficial results to trade during recent
years, by securing stability of rates and
more regular and efficient service. Their
reply to the Government, adopted and
supported by the Chamber, was that cargo
can now be shipped to almost any port in the
United Kingdom by better, faster, and more
regular shipping opportunities, and the
speculative element in quotations including
freight charges had now disappeared. This,
they said, had helped to create easier
financial facilities, reduced the rates of
marine insurance, and improved the out-turn
of the cargo carried. The Singapore
Chamber took the extraordinary view that
the whole of the sub-committee's report as
it stood must be accepted or rejected for
despatch to the Government, ignoring a
member's suggestion that the Sub-
Committee's reply was to the Chamber of
Commerce, whose place it was to reply to
the Colonial Office. In this way we were
robbed of what would doubtless have
proved a most interesting debate. Those
who wished to amend the sub-committee's
report to the extent indicated in the Hon.
Mr. ANDERSON's rider appear to claim that
the improvements admitted have been
brought about in spite of, and not because
of, shipping rings. Mr. ANDERSON
denies that the shipping facilities are good
enough, even while he admits that there
has been a great improvement. Such facili-
ties as now exist have been, he claims,
merely the progressive outcome of a natural
process of evolution. Tramp steamers,
still subject to competition, have improved
in the same way, and he offers the telling
argument that if the shipping rings (said to
have caused the improvement) were to be
abolished, no one would suggest that
cargo steamers of the old fashioned patterns
would have to be re-introduced. The argu-
ment about competition and speculation in
freights seems to be as full of intricacies as
is the question of subsidiary coinage, there
being a good deal to be said on both sides.
Mr. ANDERSON suggests a pretty compari-
son as the reference to financial facilities
—if shipping rings, why not banking
rings? He points out that not shipping
rings, but increased trade, caused increased
banking competition, and that this competi-
tion accounts for the "easier financial
facilities," an argument which, whether
true or false, is at least easy to follow. To
similar changes of the conditions, he also
attributes the cheaper insurance. To those
who say have overlooked this important
contribution to the study of a subject now
assuming prominence in the business world,
we recommend a perusal of the third and
fifth pages of our issue of yesterday.

The plague totals at date are 211 cases, 197
deaths. There were only four cases last week
and two yesterday. Last week there were
three cases of smallpox.

The Nippon Yusen Kaisha steamer *Awa*
Maru has made her first appearance in Hong-
kong since she went ashore on the North coast
of England in the beginning of the year. She
arrived here on Sunday.

We are informed that the Robinson Tiao
Co. Ltd. has been appointed purveyor of "every-
thing musical" to His Excellency the Governor
and Household which appointment they have
held for the past twenty years.

The telegram quoted below was received
from the Nippon Observatory at the American
Consulate at 4.15 on Saturday:—Typhoon
now W. N. W. between 136 and 138
East longitude near 15 or 16 latitude moves
at present N. W.

The Town Agents again! It appears that
the abatement for the extra 10-foot span of
the Kwan River Railway Bridge was com-
pleted last year, but the superstructure has
not yet arrived from England, the indent
for which was forwarded in January 1905.
Nice! ("Times of Malaya.")

The theory that the earth's crust is subject
to diurnal movements analogous to tides has
been confirmed by the seismograph at
Mauritius. The movements seem to depend
upon the sun. A wave of low barometric
pressure travels around the earth after the sun,
and this wave causes a bulge in the crust
beneath it.

The Standard Life Assurance Company,
for which Messrs. Dodwell and Co. are the
local agents, had a successful year's business
during 1906. The revenue for the year was
£1,494,125, of which £1,085,230 was derived
from premiums and £408,895 from interest
on investments. The total available funds of
the Company amount to £11,764,530.

Mr. C. Leberil, the steward of the V.R.C.,
is at present in hospital seriously ill, as the
result of having accidentally fallen into the
water.

Persons arriving from Hongkong will be
placed in quarantine at Sandakan, and will
be subject to medical inspection before being
permitted to land.

The match of 500,000 up between Chapman
and Reece, was concluded on July 6th at Sohe-
square, when Reece ran out with an unflinching
break of 499,135. The score, which comprised
249,522 "anchors" and took 5,119 minutes
to compile, scoring at the rate of 97 points per
minute. All but 131 points of this break were
made by the "anchor stroke," the playing time
in gross being 3 days 13 hours 45 minutes.

A Chinese sergeant interpreter at the Central
Police Station is now in trouble. Yesterday,
along with another native, he was placed in the
dock before Mr. H. H. J. Gompertz charged
with forging an order for \$5.20 in the name of
P. S. Gordon. He had made out an order for
expenses but as the sum was unusually large
suspicion was aroused, and when the sergeant
was communicated with by telephone the
fraud was discovered. Both defendants were
remanded.

It is said that a British Magistrate at an
unmanned place somewhere on the China coast
liked to bind native witnesses by the form of
oath they seemed most to respect. One day a
rice-Christian was in the box, and had just
taken oath on the Bible. Dissatisfied with the
beginning of his evidence the Magistrate said,
"Stop a minute. Swear this man in the
Chinese fashion." As visibly disconcerted as
it is possible for a Christian to be by the witness
interrupted, "My no like so fashion, mistah.
My Wong bad Chinaman, but dam good
Kliabtic." So non-fer, o bon trovato.

The Bombay Chamber of Commerce has
addressed a strong representation to Govern-
ment for the improvement of the Harbour of
Aden. In this it urges the necessity of dredg-
ing the channel and deepening the inner
Harbour, so as to admit modern vessels at all
states of the tide. It points out that a scheme
for this purpose has been drawn up by the
Trustees, approved by the Aden Chamber of
Commerce and submitted to Government, and
it has received the unanimous support of the
shipping and mercantile interest of Bombay.
It especially urges these improvements on the
ground of the deepening of the Suez Canal,
and says that the whole of the Eastern Trade
and the Admiralty also are concerned in these
harbour improvements. It urges that the
work should be taken in hand at once, and
that all the available revenues of the port
should be devoted to that end, supplemented
by a loan from Imperial or local revenues, if
necessary.

Mr. Robert Sievier, who owned and trained
Sceptre, and was "warmed off," has been
reinstated by the stewards of the Jockey Club.
The proprietor of the Wishing Post, is therefore
no longer under the ban, and may now both
train and race. Seven years ago, exactly, Mr.
Sievier, bid 10,000 guineas for Sceptre, 5,000
guineas for Duke of Westminster, and 5,500
guineas for Snowflake, at the July sales at New-
market, and confounded his opponents by what
they regarded as an outrage on common sense.
The two other horses certainly did not run up
to his expectations, but Sceptre, except in the
Derby, did pretty well all that could be expected
of her, and more than repaid her purchase
money and that of her two stable companions,
heavy though that cost must certainly was. Mr.
Sievier intends to form a select stud at once
and breed and race his own horses, so it is
evident that he has got some money behind him
and it is hoped by his friends that he will breed
another Sceptre.

THE HARBOUR MYSTERY.

THE HARBOR MYSTERY.
THE HARBOR MYSTERY.
The man suspected of committing the terrible
crime of last week is still at liberty. At the
time of writing, the Hongkong police are
confident that he succeeded in reaching Shang-
hai, but whether he is still in the northern
port or has made his way into Siberia or else-
where is a matter of conjecture. At any
rate the Hongkong police can do little more
than wait for information from Shanghai. Up
till the present the telegram from here has
not been officially answered, and the inference
is that the authorities are delaying the reply
till they are in a position to supply definite
news.

Gossip of course is still busy over the affair.
It is now declared that the suspect is well
known in Shanghai and Tientsin, and that he
had a reputation as a pugilist. He is also
known under several names, and it is tolerably
certain that Adze is not his real name. At
one time he called himself W. H. Anderson.
He is also believed to have served in the U. S.
Marines.

It was also said in Hongkong yesterday
that the suspect travelled from Wooning to
Shanghai by train and left the railway station
in a ricksha.

LAWN BOWLS.

The following will play for Kowloon Club
in the match with the Gril Service Club at
Happy Valley on Saturday:

| | |
|-------------------|------------------------|
| D. Harvey | W. Taylor |
| A. Nicholson | T. Skinner |
| W. Hutchison | R. H. Baxter |
| W. Russell (skip) | J. M. Henderson (skip) |
| A. Ramsay | W. J. Crawford |
| T. Neave | R. Hunter |
| G. K. Haxton | G. R. Edwards |
| T. Petrie (skip) | A. A. Milroy (skip) |

TELEGRAMS.

[REUTER'S SERVICE.]

MOROCCO.

LONDON, August 10th.

It is recognized that the Algerian con-
vention is inadequate to meet the growing
anarchy in Morocco, and the impression is
growing that a considerable force of troops,
instead of police, will be necessary to
restore order.

The Spanish Government has decided to
send more troops. Comments on the
situation, in the German press are strikingly
calm and reserved.

TELEGRAPH OPERATORS' STRIKE.

LONDON, August 10th.

Sixteen hundred telegraph operators in
Chicago have struck work, and sympathetic
strikes have also occurred in Denver,
Kansas, and Salt Lake City. Serious
developments are feared.

SENSATIONAL AFFRAY ON THE
PRAYA.

A sensational affair with a tragic sequel has
just become public. On Friday night P. C.
Bond, while on duty in Wing Lok Street,
was approached by a Chinaman who complained
of having been thrown into the water, and on
proceeding to the wharf he met other two
natives in dripping clothes who told a similar
story and pointed to two men as their assail-
ants. He attempted to arrest them but they
resisted. One man caught the officer by the
throat and tried to push him into the water.
Instead he fell into the harbour himself. The
officer, without divesting himself of his heavy
clothing, at once dived after the man and
brought him up. A struggle ensued in the water and finally,
realizing that he could do nothing to save the
man, and that his own life was imperilled,
P. C. Bond swam to the wharf, which he reached
in a very exhausted condition. The would be
murderer soon sank and the other parties in the
affair did not wait till the officer returned to the
Praya but disappeared. The affair is up to the
present a mystery.

PRISONER'S ATTEMPT TO ESCAPE.

The precincts of the Magistracy suddenly
became alive with excitement yesterday
morning when a coolie who had been sentenced
to one week's imprisonment and who was
detained in the prisoners' room while the com-
mitment warrant was being made out, took
advantage of the lagoon's back being turned to
bolt through the shroff's room and make a dash
for liberty. He sped along into Arbuthnot
Road, but by this time the alarm had been given
and Usher Fox and a number of lagooners were
in hot pursuit. He dodged them as they were
about to lay hands upon him and dashed into
Wyndham Street but fortune deserted him here.
He attempted to take the steps into an alley at
the same speed, but tripping fell to the bottom.
He picked himself up and continued his flight
but was stopped by a coolie. The runaway
kicked his captor so fiercely that the latter
was forced to let him go. However his pur-
sues had now gained upon him, but before
they reached him two coolies tripped him up
and he fell he vily to the ground. He was
removed to the waiting room where he faint-
ed, but he was soon brought round and on his
way to do his six hours' in the stocks at
Kowloon.

ROWING.

FURTHER C. Y. C. ENTERPRISE.

At a well attended meeting of the committee
of the Corinthian Yacht Club last night,
presided over by the Commodore Dr. Clarke,
it was decided to purchase on four-oar racing
skiff, one pair-oar, and two "tubs." The four-
oar is being ordered at Home, by Clasper, the
two other clubs getting identical craft, so that
interclub races will be possible. Mr. Craik-
shank, of the staff of Messrs. Panchard and
Lowther, a rowing man who happens to be going
Home, has kindly undertaken to give his
personal attention to the fulfilment of the
contract. The other boats enumerated will be
locally built.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—On the 12th at 11.55 a.m.—The barometer
has risen slightly on the S. coast of China and
over E. Japan, and falls slightly to moderately
over Luzon and the Loochoos.
Pressure is low apparently, over the Pacific
to the N.E. of Luzon. It is highest to the E.
of Japan, and exceeds the normal by from 0.05
to 0.15 inch over the China coast and Japan.
In Luzon it is about 0.05 inch below the
average.
Moderate to fresh N.E. winds are likely to
prevail in the Formosa Channel, and moderate
S.E. to N.E. winds along the Northern shores
of the China Sea.
Hongkong rainfall for the 24 hours ending
at 10 a.m. to-day, 1.12 inches.

The forecast for the 24 hours ending at noon
to-day is as follows:—

| | |
|----------------------------------------------------|--------------------------------------|
| Hongkong & Neighbourhood | E. winds, moderate; showery to fair. |
| Formosa Channel | N.E. wind, moderate to fresh. |
| South coast of China between Hongkong and Loochoos | Same as No. 1. |
| South coast of China between Hongkong and Hainan | S.E. winds, moderate. |

SUPREME COURT.

Monday, 12th August.

IN SUMMARY JURISDICTION.

Before Mr. A. G. WHE (PUIEN JUDGE).

A PARTNERSHIP DISPUTE.

An interpleader suit was heard in the case of
Chin Lai-wing of 147, Third Street, Victoria,
trader, and Ma Sai-kat, trading as Wing Lok-
ku, opium divan keeper at 88, Macdonnell Road,
Tsimshatsai. The suit was for the recovery of
\$180 duan a promissory note dated February
10th, 1903, and judgment was entered for
plaintiff with costs. Subsequently the opium
divan was seized under a writ of interim
attachment. The present action was brought
by Ngai Wing-lung, richa owner of 120
Macdonnell Road, Kowloon, who claimed to be
a partner in the Wing Lok-ku opium divan,
and further that the goods and chattels in
the said divan were not liable to seizure
under any execution in the case of Ma Sai-kat.

Mr. O. D. Thomson appeared for the plaintiff,
and M. F. X. d'Almeida Castro for the execu-
tion creditor.
Mr. Thomson stated that the opium divan
was seized under a writ of interim attachment
in an action brought against Ma Sai-kat, Ngai
Wing-lung claimed he was a partner in this
divan, whereas Ma Sai-kat said he was the sole
owner, and when he started, borrowed \$150
from the claimant. When Ma Sai-kat asked the
claimant to assist him in opening an opium
divan at Tsimshatsai, Ngai Wing-lung agreed,
and \$300 was put into the business. Then the
claimant went into the ground floor of 88,
Macdonnell Road, paid a month's rent and
proceeded to furnish the premises. The shop
was ready on June 27th, 1906. On that day
an account was worked out showing how much
the plaintiff had paid, and a balance of \$50 was
now offered to Ma Sai-kat as a sort of working
capital. On that day also, a partnership agree-
ment was drawn up between the parties.

After hearing the evidence his Lordship
found for the claimant with costs. He held
that Ngai Wing-lung was a partner with
Ma Sai-kat in the Wing Lok-ku firm, removed
the previous execution, and with Mr. Thom-
son's consent made a charging order on the
shares of Ma Sai-kat in the said firm.

POSTMASTER'S PRIVILEGES.

The case in which Chan On, a messenger in
the employ of Messrs. Butterfield and Swire,
was charged with delivering letters to certain
firms in the Colony without the same having
passed through the Post Office, again came
before Mr. H. H. J. Gompertz at the Magi-
stracy yesterday. At the previous hearing it
was admitted on behalf of the firm that the letter
boxes from the firm's steamers were opened in
the office and the letters, which were understood
to be for consignees, were delivered. On the
occasion in question a number of letters, other
than for consignees, were found in the posses-
sion of defendant, but it was stated that the
firm acted in good faith. A fine of \$100 was
imposed.

SINGAPORE SHIPPING RATES.

The Singapore Free Press says "there is
something ominous in the fact recorded in the
tables appended to Mr. Anderson's rider, show-
ing that our exports to the United Kingdom
have fallen, and the exports to the Continent
and the United States have risen, so that our
net loss in the past ten years amounts to over
four million pounds." These tables we did not
give before. Here they are:—

| AVERAGE FREIGHT (ARRIVED AT BY TARIFF) | | | |
|----------------------------------------|-------|----------|-------|
| HIGHEST AND LOWEST RATES EACH MONTH. | | | |
| Year. | Th. | Guilder. | Cent. |
| 1902 | 65.25 | 41.25 | 24.71 |
| 3 | 64.25 | 40.25 | 24.71 |
| 4 | 64.25 | 40.25 | 24.71 |
| 5 | 64.25 | 40.25 | 24.71 |
| 6 | 64.25 | 40.25 | 24.71 |
| 7 | 64.25 | 40.25 | 24.71 |
| 8 | 64.25 | 40.25 | 24.71 |
| 9 | 64.25 | 40.25 | 24.71 |
| 10 | 64.25 | 40.25 | 24.71 |
| 11 | 64.25 | 40.25 | 24.71 |
| 12 | 64.25 | 40.25 | 24.71 |
| 13 | 64.25 | 40.25 | 24.71 |
| 14 | 64.25 | 40.25 | 24.71 |
| 15 | 64.25 | 40.25 | 24.71 |
| 16 | 64.25 | 40.25 | 24.71 |
| 17 | 64.25 | 40.25 | 24.71 |
| 18 | 64.25 | 40.25 | 24.71 |
| 19 | 64.25 | 40.25 | 24.71 |
| 20 | 64.25 | 40.25 | 24.71 |

Summary of Shipments to the United King-
dom, Continent and United States.

| Year. | Th. | Guilder. | Cent. |
|-------|-------|----------|-------|
| 1902 | 65.25 | 41.25 | 24.71 |
| 3 | 64.25 | 40.25 | 24.71 |
| 4 | 64.25 | 40.25 | 24.71 |
| 5 | 64.25 | 40.25 | 24.71 |
| 6 | 64.25 | 40.25 | 24.71 |
| 7 | 64.25 | 40.25 | 24.71 |
| 8 | 64.25 | 40.25 | 24.71 |
| 9 | 64.25 | 40.25 | 24.71 |
| 10 | 64.25 | 40.25 | 24.71 |
| 11 | 64.25 | 40.25 | 24.71 |
| 12 | 64.25 | 40.25 | 24.71 |
| 13 | 64.25 | 40.25 | 24.71 |
| 14 | 64.25 | 40.25 | 24.71 |
| 15 | 64.25 | 40.25 | 24.71 |
| 16 | 64.25 | 40.25 | 24.71 |
| 17 | 64.25 | 40.25 | 24.71 |
| 18 | 64.25 | 40.25 | 24.71 |
| 19 | 64.25 | 40.25 | 24.71 |
| 20 | 64.25 | 40.25 | 24.71 |

Net loss 4,067,000 pounds in 10 years.

BOMBAY DOCKYARD ON FIRE.

ENORMOUS DAM (TO GOVERNMENT).
An alarming fire broke out at the Government
Dockyard at Bombay at about one o'clock on
the morning of July 15. Alarm bells were set
ringing, and in a short time the dockyard staff
was at work endeavouring to put out the fire,
which had occurred in No. 3 and No. 4 work-
shops.

Fire engines belonging to the municipality
were at the spot in about half an hour and got
to work without any delay.

Explosion after explosion occurred, and the
rumour became current that the magazine of a
ship had been consumed, but the noise was
caused by the bursting of drums of oil and
varnish.

A large crowd gathered, and through them at
about two o'clock the men of the 13th Regiment
came at the double. It was soon found that
their services were not required as no other
premises were in danger, and the men were
marched back to their lines.

The official report of the fire says that a shed
which contained tanks and drums of oil, gongly,
Rangoon coconut, riffs oil, mineral grease,
steaming candles, ropes, chains, cables, and parts
of special machinery was completely gutted. In
addition to these stores there were a number of
drums of glycerine, turpentine, and ammonia
gas cylinders stored in the shed.

A great deal of enquiry held by the officers of
the Indian marine it was learned that the cause
of the fire was not yet known. The extent of
the damage, however, approximately estimated
at two lakhs of rupees.

CONVICTED MAYOR CREATES A
SCENE.

Ernest E. Schmitz, for five years Mayor of
San Francisco, was, says the "San Francisco
Chronicle" (July 5), sentenced by Judge Dunne
to serve a term of five years—the extreme
penalty for his crime—in the penitentiary at
San Quentin.

Turbid with the outburst of uncontrolled
passion, the scene in the courtroom when sen-
tence was pronounced on the convicted Mayor was
marked by ugly riot and clamor, and justice
strove with riot for a voice. Five times the
defendant broke in upon the Judge and inter-
rupted him with vehement demands that he be
sentenced and not lectured, and when the
Court's last words were spoken that pronounced
the sentence of five years' penal servitude
upon the arrogant Schmitz a cheer broke from
the crowd.

Jerry Dinnar rose from his seat, but one in the
bank of the crowd cried out: "Send Dinnar
with him!" and the Chief of Police, who was
himself in court as a defendant, snuck back into
his chair beside his attorney.

This is rather an abnormal proceeding. At-
torney Fairall said to the Court, but the
note was such that only the stenographer and
the Judge heard him. The bailiffs stood by as
though they had been hypnotized.

"If we had Sheriff Coffey of the name,
this exhibition would not happen," exclaimed
the Judge, and Tom O'Neil came to life with
the remark:
"We could not stop that, your honor."
"I think you might clear the courtroom,"
suggested the Judge, and the Sheriff made a
rush into the crowd and, singling out a detective
in the employ of Burns, whose affidavit had been
used to disqualify him in the course of the
trial, seized him by the coat collar and
started him downward, pushing the crowd in
front.

SHIPPING.

ARRIVALS.

BRITISH, British str., 1200, McMillan, 12th Aug. - Antwerp, London & Singapore 6th Aug. General - J.H. Livingston & Co.
 CHINA, British str., 1180, F. Mooney, 11th Aug. - Chefoo 6th August, General - Jardine, Matheson & Co.
 GERMANY, German str., 1600, R. Wegner, 11th Aug. - Wokmatu 4th August, Coal - Sander, Wierler & Co.
 HOLLAND, British str., 1204, A. Mathias, 12th Aug. - Hobart 11th August, General - Butterfield & Swire.
 JAPAN, British str., 5001, E. Malchow, 12th August - Singapore 8th Aug. - Mails & General - Melchers & Co.
 TAIWAN, Chinese str., 1216, R. Stephen, 12th Aug. - Shanghai 8th August, General - Chinese.
 THURSDAY, German str., 760, Bendixen, 11th August - Hobart 10th Aug. General and Rice - Jensen & Co.
 TUESDAY, British str., 2000, C. Lindbergh, 11th August - Sydney 16th July, General - Butterfield & Swire.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
 12th August.
 BRITISH, British str., for Nagasaki.
 CHINA, British str., for Canton.
 GERMANY, British str., for Moji.
 JAPAN, British str., for Swatow.
 KOREA, Chinese str., for Shanghai.
 NIPPON, Russian str., for Shanghai.
 SWEDEN, British str., for Canton.

DEPARTURES

10th August.
 FLOPA, British str., for London.
 12th August.
 ARABIA, German str., for Portland.
 DANMARK, British str., for Shanghai.
 NIPPON, Norwegian str., for Saigon.
 SUIPER, German str., for Saigon.
 YERSANG, British str., for Manila.

SHIPPING REPORTS.

The British str. *Toshima* reports: Had moderate to fresh variable winds and heavy rain. The British str. *Chiyang* reports: Chefoo to Oaken light to moderate variable wind and fine weather. Oaken to Hongkong moderate wind and sea, squally, heavy Southerly swell.

VESSELS IN DOCK.

August 12th.
 ABRAHAM DOCKS -
 KOWLOON DOCKS - *Vigilante*, *Ponglong*, *Comopolitan* DOCKS - *Lauchan*.

VESSELS ON THE BERTH

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship
 "JAPAN,"
 Captain J. G. Orffert, will be despatched for the above Ports TO-DAY, the 13th inst., at 3 P.M.

This steamer has superior accommodation for passengers, is installed throughout with Electric Light, and carries a duly certified Doctor.
 For Freight or Passage, apply to
 DAVID SASSON & Co., Ltd.,
 Agents,
 Hongkong, 5th August 1907 1313

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--------------------------------------|------------------|-------------|-------|-------------------------|------------------------|--------------------------|
| LONDON &c. VIA USUAL PORTS OF CALL. | ARCADIA | Brit. str. | 1 | A. L. Valentini | P. & O. S. N. Co. | On 24th inst., at Noon. |
| LONDON & ANTWERP VIA SINGAPORE, &c. | SIMLA | Brit. str. | 1 | C. D. Goldsmith, R.N.R. | P. & O. S. N. Co. | About 14th inst. |
| MARSEILLES &c. VIA PORTS OF CALL. | SALAZIE | Frenc. str. | 1 | Aillaud | MESSAGERIES MARITIMES | On 20th inst., at 4 P.M. |
| MARSEILLES, HAVRE & COPENHAGEN | TRANQUEBAR | Dan. str. | 1 | Habel | MELCHERS & Co. | Middle of September. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SAXONIA | Ger. str. | k.w. | F. Proesch | HAMBURG-AMERIKA LINIE | On 20th inst. |
| HAVRE & HAMBURG VIA STRAITS, &c. | FLAVONIA | Ger. str. | k.w. | Winnenberg | HAMBURG-AMERIKA LINIE | To-morrow at Noon. |
| HAVRE & HAMBURG VIA STRAITS, &c. | FLAVONIA | Ger. str. | k.w. | Winnenberg | HAMBURG-AMERIKA LINIE | On 17th September. |
| TRIESTE &c. VIA SINGAPORE, &c. | HELIOPOLIS | Brit. str. | 1 | A. Blaffer | GIBB, LIVINGSTON & Co. | About 30th inst. |
| DURBAN | TUDOR PRINCE | Brit. str. | 1 | Martin | GIBB, LIVINGSTON & Co. | About 20th inst. |
| NEW YORK | ABRICUR | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | About 15th inst. |
| NEW YORK | SATSUMA | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 23rd inst. |
| BOSTON & NEW YORK | CHAZEE | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 7th September. |
| VANCOUVER VIA HANGHAI JAPAN, &c. | MONTEAGLE | Brit. str. | 2 | McDougle | SHAW, TOMES & Co. | On 14th September. |
| VANCOUVER VIA HANGHAI JAPAN, &c. | EMPEROR OF JAPAN | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | To-morrow, at Noon. |
| VICTORIA B.C. & TACOMA VIA JAPAN | SHAWMUT | Am. str. | 1 | McDougle | SHAW, TOMES & Co. | On 29th inst., at 4 P.M. |
| CALLAO AND IQUIQUE VIA JAPAN | OLIVIERO | Am. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst. |
| AUSTRALIAN PORTS VIA MANILA | PRINZ WALDEMAR | Jap. str. | 1 | McDougle | SHAW, TOMES & Co. | Middle of Aug. |
| AUSTRALIAN PORTS VIA MANILA | TAIYUAN | Jap. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| AUSTRALIAN PORTS VIA PORT DARWIN &c. | EASTERN | Aus. str. | 1 | McDougle | SHAW, TOMES & Co. | On 21st inst., at 4 P.M. |
| YOKOHAMA AND KOBE | PRINZ SIGISMUND | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 31st inst., at Noon. |
| YOKOHAMA AND KOBE | VINE BRANCH | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at 4 P.M. |
| VLADIVOSTOK | TAIYUAN | Jap. str. | 1 | McDougle | SHAW, TOMES & Co. | About 16th Sept. |
| JAPAN | TAIYUAN | Jap. str. | 1 | McDougle | SHAW, TOMES & Co. | Quick despatch. |
| CHINA | CHUNGKING | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 16th inst., at 4 P.M. |
| SHANGHAI | CHUNGKING | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | To-day, at Noon. |
| SHANGHAI, YOKOHAMA & KOBE | WINGANG | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | To-day, at 4 P.M. |
| SHANGHAI, YOKOHAMA & KOBE | WINGANG | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SHANGHAI VIA NINGPO | CHONGYANG | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | CHONGYANG | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SHANGHAI (DIRECT) | JAPAN | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SHANGHAI, KOBE & YOKOHAMA | SHAOHSING | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | SLAVONIA | Ger. str. | k.w. | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SHANGHAI VIA SWATOW, AMOY & FUOCHOW | P. E. FRIEDRICH | Ger. str. | k.w. | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | FRITZ | Nor. str. | k.w. | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SHANGHAI, KOBE & YOKOHAMA | NAMUR | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SHANGHAI | TOURANE | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SHANGHAI, KOBE & YOKOHAMA | LIPERIA | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SHANGHAI, YOKOHAMA & KOBE | TRANQUEBAR | Dan. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| AMOY, TSINGTAO & NEWCHANG | KWANGSUNG | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SWATOW, AMOY & FUOCHOW | HAJIAN | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SWATOW, NINGPO & SHANGHAI | SHANSI | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SWATOW, WEIHAWEI, CHEFOO & TIENTSIN | HUICHOW | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SWATOW, AMOY & FUOCHOW | HAJIAN | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SWATOW & SHANGHAI | BEZCHUIN | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SWATOW & SHANGHAI | BEZCHUIN | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| TAMSUI VIA SWATOW & AMOY | FAKHOI | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| TAMSUI VIA SWATOW & AMOY | JOHIN MARU | Jap. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| CEBU & ILOILO | JAHIN MARU | Jap. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| HAIPHONG | SUNGKIANG | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| HAIPHONG, PAKHOI & HAIPHONG | HEFEN | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| TAKAO VIA SWATOW, AMOY & ANPING | SINGAN | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| MANILA | FUKUSHU MARU | Jap. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| MANILA | TAMING | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| MANILA | LOONGSANG | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| MANILA | ZAFIRO | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SANDAKAN VIA JESSELTON | RUBI | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| KUDAT & SANDAKAN | MAUSANG | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SAMARANG | SHANTUNG | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |
| SOURABAYA & SAMARANG | HOPBANG | Brit. str. | 1 | McDougle | SHAW, TOMES & Co. | On 15th inst., at Noon. |

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING
 SHANGHAI, YOKOHAMA, and KOBE "FOURDNIK" Middle of August
 SHANGHAI, YOKOHAMA, and KOBE "TRANQUEBAR" End of August
 MARSEILLES, HAVRE and COPENHAGEN "TRANQUEBAR" Middle of Sept.

For Further Particulars, apply to
 HONG KONG, 12th August, 1907. MELCHERS & CO., AGENTS. 9

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR SHANGHAI VIA NINGPO "WINGANG" Tuesday, 13th Aug., 4 P.M.
 FOR SHANGHAI VIA NINGPO "CHOYANG" Wednesday, 14th Aug., 4 P.M.
 FOR MANILA "LOONGSANG" Friday, 16th Aug., 4 P.M.
 FOR TIENTSIN "CHIPSANG" Friday, 16th Aug., 4 P.M.
 FOR SOURABAYA AND SAMARANG "HOPBANG" Saturday, 17th Aug., 3 P.M.
 FOR SANDAKAN VIA JESSELTON "MAUSANG" Wednesday, 21st Aug., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
 Hongkong to Singapore 1st Class, Single \$ 65. Return \$100
 Penang " 85. " 120
 Calcutta " 165. " 250

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
 HONGKONG, 13th August, 1907. GENERAL MANAGERS. 18

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light, Perfect Cuisine. SURGEON AND STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE
 ZAFIRO 2240 A. Fraser Manila On 17th August.
 RUBI 2240 R. W. Almond Manila On 24th August.

For Freight or Passage apply to
 SHEWAN, TOMES & CO., GENERAL MANAGER.
 HONGKONG, 12th August, 1907. 15

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.
 FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 SS. "LABERLOUR" On 23rd August.
 For freight and further information apply to
 SHEWAN TOMES & CO., GENERAL AGENTS.
 HONGKONG, 7th August, 1907. 16

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers Tons Captain Sailing Date
 SHAWMUT 9,606 E. V. Roberts On 15th August.
 TREMONT 9,606 T. W. Garlick About 10th September.
 SUVERIC On 1st October.
 KUMERIC On 15th October.

† Cargo only.
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

